

Advertisements.

PERSEVERANCE LODGE OF
HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 16th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.
Honorary Secy. 16th June 1896. 1015

CHINA NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

THE Steamship
"HUPEH,"
Captain Quail, will be despatched on THURSDAY, the 18th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th June, 1896. 1015

CHINA NAVIGATION COMPANY, LIMITED.
FOR MELBOURNE.

THE Steamship
"TSINAN,"
G. Ramsey, Commander, will be despatched on TUESDAY, the 30th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th June, 1896. 1091

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship.
"ROHILLA,"
FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, packed by hand, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
Goods not cleared by the 22nd instant at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and notice of same given to the Underwriter on or before the 24th instant, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 16th June 1896. 1217

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S. S. "MONMOUTHSHIRE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 22nd instant or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DUDWELL, CARLILL & Co., Agents.
Hongkong, 16th June, 1896. 1061

Intimations.
DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special Terms to HOTELS, CLUBS, MESSRS and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 3rd May, 1896. 1227

A. S. WATSON & CO., LIMITED.
ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at Moderate Prices.

Intimations.

PRICE LISTS,
with Full Details, to be had on Application.

PORT after removal should be visited a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 16th January, 1896.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 16, 1896.

TRANSIT PASSES.

Referring to the last published letter of the Chamber of Commerce to Her Majesty's Minister at Peking, in which the Chamber expresses the hope that if there are to be any negotiations between England and China with a view to an increase of the duties upon imports into China, the Chambers of Commerce throughout the East may be consulted, we would like to say a few words. The Chamber wisely recognizes that there are reasonable grounds for the demand by China that these duties should be increased. The rates originally fixed by the Treaty and Tariffs of 1842 and 1860 are no longer in accordance with facts. Values have greatly altered since then, and the Chinese Government is now deriving very much less in the way of revenue than it was intended that it should do, or than it ought to do. The Chamber contends, however, that if an increased import duty should be approved of and adopted in lieu of the duties at present collected, it should be upon the express condition that no further duties, transit or octroi, should be levied on foreign goods in China under any circumstances, and that guarantees should be taken to ensure the observance of this condition by local officials of all grades. We are not now concerned with this question of guarantees, which is a most important one—perhaps the most important—and which has not yet been adequately examined. We shall return to it to-morrow or next day. We are at present bent on an examination of the proposed condition on which the Chamber insists as a *quid pro quo* to any increase whatever in the import duties. It seems to us, so far as China is concerned, unreasonable and unfair, and seeks to ignore the actual position of affairs in China and our engagements with her in the past. Those who negotiated the earlier as well as the later Treaties recognised the fact that the internal Government in China, and especially her financial organisation, differed *into toto* from any European model, and that instead of there being only one treasury there were as many treasuries as there were provinces. The stipulations of the various Treaties were framed in accordance with this well-known fact; an *ad valorem* duty of 5 per cent. was settled upon as a reasonable amount to be paid to the Imperial Government at the ports of entry; the right of the provincial Governors to demand and receive further dues was fully recognised and conceded and it was provided that the number and amount of the inland taxes should be made public, and that whoever would might compound for the payment of the whole of them by disbursing at the port of entry half as much again as he had paid for import duty, and receive in return a document to be called a Transit Pass, which was to free his goods from all other duties whatsoever.

For various reasons not worth discussing now, this Transit Pass system has never worked, and it was unreasonable to expect it to work under the circumstances; but that is not the point. What we desire to call attention to is, that the right of the Chinese Government to levy on foreign goods on their first entry into the country an imperial duty of not exceeding 5 per cent. on their value, and to tax them afterwards on their passing into the interior to the extent of not more than half of the import duty for local revenue purposes, has always been fully and completely recognised and admitted. So that by Treaty foreign goods are now subject to an *ad valorem* duty of not less than 7½ per cent. if for consumption anywhere beyond the port of entry. If the import duty proper no longer represents what the Chinese are fairly entitled to collect, neither does the 2½ per cent. transit duty, and any increase in duties must be, to be fair to the Chinese, an increase on the 7½ and not on the 5 per cent.

Until the Government of China has been entirely reorganised, and its financial system completely recast, we must recognise the existence of the local

as well as of the Imperial treasuries and conduct all our negotiations on the footing that for many years to come there cannot be a single duty, but that however levied or paid, there must be two duties—one an import duty properly so called, the other a duty in the nature of a Transit Duty, or Octroi. It would be highly desirable to have a single duty, undoubtedly, but for the present, that is for all purposes of practical politics, impossible, and in all our Treaties and Conventions in the past we have recognised the dual form of Government in China and its consequences, and we are bound by that recognition.

TELEGRAMS.

REUTER'S MESSAGES.
COMMERCIAL DEPUTATION TO LORD SALISBURY.

LONDON, June 14th.
A deputation of the Associated Chambers of Commerce has asked the support of the Government in making trade routes in China, either by building or guaranteeing railways. Lord Salisbury replied that the Government was unable to assist any railway enterprise outside British territory, but if a powerful and solvent Company was formed the Government would do its utmost to assist in carrying railways to the edge of British territory, and that there was no doubt that the lines would be able to penetrate into foreign territory whenever desirable.

LI HUNG-CHANG.
Li Hung-chang has arrived at Berlin and met with an imposing reception. He has had audience of the Emperor and received the highest honours. The German manufacturers are arranging for his visit to the chief factories.

FIELD MARSHAL YAMAGATA.
Field Marshal Count Yamagata has arrived at Berlin.

(From Japanese Papers.)
THE GOVERNMENT STANDARD OF EXCHANGE.

TOKIO, June 1st.
The Financial Department has fixed the standard rate of exchange for the purposes of Customs assessments at 5.018 yen to the English sovereign.

THE EMPEROR AND COUNT MUTSU.
TOKIO, June 1st.
His Majesty the Emperor sent a special messenger to Count Mutsu after he resigned to express regret at the reasons which had compelled him to take that step. As his illness is not very dangerous, the Count intends returning to his retreat at Oiso, and possibly later he may go on a tour to America and Europe.

It is not considered impossible that Marquis Salomon, who in temporary with the duties of Foreign Minister, will accept the portfolio and resign that of Education.

ALLEGED CORRUPTION OF A JUDGE.
TOKIO, June 1st.
The preliminary examination of Judge Mori on a charge of having received bribes from persons under arrest in connection with the Iron Pipes Scandal has been concluded. It is stated that the Judge received the sum of 2,000 yen, and entered into an agreement whereby he would receive 1,000 yen on discharging the men upon the preliminary examination, and 500 yen when they were discharged at the public trial.

THE GOVERNOR-GENERALSHIP OF FORMOSA.
TOKIO, June 2nd.
Admiral Count Kabayama was released from the office of Governor-General of Formosa to-day, and the appointment of his successor, Major-General Katsuma, is announced.

A SPANISH DECORATION FOR THE CROWN PRINCE.
TOKIO, June 2nd.
The King of Spain, it is stated, has conferred one of the highest decorations of his country upon the Crown Prince of Japan.

COUNT MUTSU.
TOKIO, June 2nd.
Dr. Baels strongly recommends Count Mutsu to take a trip to San Francisco.

THE NEW JAPANESE STEAMSHIP COMPANY.
TOKIO, June 2nd.
The promoters of the Oriental Steamship Company to-day decided to raise the capital to ten million yen.

DIPLOMATIC.
TOKIO, June 2nd.
It is expected that Mr. Sone, the Minister at Paris, will shortly return home, and the Mr. Kori, the Minister now at Rome, will go to the capital at the French capital. There is also some talk of Mr. Komura, resigning his position at Seoul, and rumors credit Baron Nish as a likely successor.

THE PREMIER.
TOKIO, June 2nd.
Marquis Ito left the capital to-day for Fomosa, but will make a short stay at Oiso on the way.

Marquis Ito proceeded from Oiso to Oiso yesterday. Count Inoue also came there from Nagoya to meet the Premier.

THE NEW GOVERNOR-GENERAL OF FORMOSA.
TOKIO, June 2nd.
Lieut.-General Katsuma, the new Governor-General of Formosa, who left for his post on June 4th, was given a most cordial message by the Emperor before his departure.

THE HOKKAIDO COLLIERY AND RAILWAY COMPANY.
TOKIO, June 2nd.
The Board of Directors of the Hokkaido Colliery and Railway Company adopted a resolution to increase the capital of the company by yen 4,000,000 in order to develop the business of shipping coal to Hongkong and Singapore. Of this sum, yen 1,800,000 is proposed to be used for extending the railway business and the balance for purchasing four steamers.

CHINESE STUDENTS FOR JAPAN.
NAAGATA, June 2nd.
Mr. Ryo Ken-ai, Chinese Consul at Yokohama, arrived at Shanghai the other day. The object of his visit is to take with him a number of Chinese youths chosen at Ningpo School for the Government for the study of the Japanese language.

AN "INTERNATIONAL QUESTION" AT SHANGHAI.
SHANGHAI, June 2nd.
A Chinese policeman (a member of the Settlement Police) intruded into a Japanese bar and arrested one of the employees. The Chinese was immediately taken to the police station. The Japanese Consul has opened negotiations for redress.

KOREAN AFFAIRS.
YOKOHAMA, June 2nd.
An Korean paid a visit to Mr. Y. Chen, an Australian and suggested that he should be Government. Mr. Chen refused the suggestion.

TELEGRAMS.

Jo Sal-hilus has started a movement to procure a pardon for Pak Yong-ho, ex-Premier.
SCOUT, June 1st.
The Russian Legation has given some 60,000 yen for distribution among the poor.

SCOUT, June 3rd.
The following demands have been preferred by Japan against the Korean Government:—
(1) That the Korean Government shall pay an indemnity of 150,000 yen in respect of 42 Japanese killed by the insurgents, and 20 injured.
(2) That an Imperial Edict shall be issued prohibiting the Korean people from making further attacks upon Japanese subjects.
(3) That the officials of the districts where Japanese subjects have been assaulted shall be discharged. It is further intimated that when the investigations have been completed a claim will be made for the damage done to the property of Japanese subjects.

PROJECTED FORMOSAN RAILWAY.
TOKIO, June 4th.
The promoters of the big railway for Formosa met last evening at the Imperial Hotel, Tokio. It was decided to increase the capital to 12 million yen, and one of the promoters was appointed to proceed to Formosa.

COLONEL DENBY AT TOKIO.
TOKIO, June 4th.
Colonel Denby, the United States Minister to Peking, has arrived here in ill-health with the object of being treated by Dr. Baels. His Excellency was to have dined last night with Mr. McIlvra, the U.S. Consul-General, but was forbidden to do so by Dr. Baels.

AN INSURRECTIONARY MOVEMENT IN FORMOSA.
TOKIO, June 5th.
About 400 Chinese soldiers still remain in Formosa and these have been combined with a mob of 2,000 natives in the vicinity of Tainan. A small force of Japanese soldiers has gone to the scene, accompanied by a gunboat.

THE ACTING PREMIER.
TOKIO, June 5th.
Count Kuroda, President of the Privy Council, has been appointed to act as Premier during the absence of Marquis Ito.

THE RUSSIAN OCCUPATION OF PORT ARTHUR.
TOKIO, June 5th.
A letter from a high quarter in Seoul states that as far as the Russian Empire is concerned, it is a foregone conclusion that the will in 1897 solely occupy Port Arthur as the terminus of the trans-Siberian railway.—*China Gazette.*

(Special to the *Peking Gazette*).
THE FEDERATED NATIVE STATES.
SINGAPORE, June 6th.
Mr. T. H. Kershaw, Registrar of Deeds and Official Assignee, has been appointed Legal Adviser to the Federated Native States. The Federation commences on July 1st. Mr. W. Egerton succeeds Mr. Kershaw.

ANOTHER TYPHOON!
Senor José de Navarro, Spanish Consul at this port, has courteously favoured us with a copy of the following telegram, received from Manila:—

"There are indications of a depression South of the China Sea."
At 4 p.m. the barometer read 29.80 falling.

LOCAL AND GENERAL.

THERE were four cases of plague to-day—one in the city and three from Kowloon.

RINDERPEST has broken out among cattle in Cherok Takun, in the central district of Province Wellesley, Straits Settlements.

DR. F. J. BURKE has been appointed by Mr. L. Rocher, Commissioner of Customs, Deputy Port Health Officer for the port of Shanghai.

NATIVE reports received at Shanghai from Amoy confirm our correspondent's statement that there is an epidemic of plague in Changchow.

THE Miyel Kerosene Company, doing business in Echigo prefecture, Japan, has just paid a half yearly dividend of 8 yen per \$10.40 paid-up share.

ALL material now having arrived, the laying of the cable between Kagahashi and Keelung will, it is said, be commenced at once. It is expected to be completed next month.

This morning, before Comdr. Rumsey, R.N.R., sitting as Marine Magistrate, a gunner of the steamer *Lightning* was convicted of an assault on a Laraca seaman and fined \$1 or three days' hard.

CAPTAIN HASTING this morning convicted a Chinaman of trespassing within the Teluk-shah battery defences, and imposed a fine of \$50 or three months' H. L. The fine was paid.

THIS afternoon Captain Hastings and Mr. W. M. B. Arthur, sitting as licensing justices, granted the transfer of the license of the Praya East Hotel from J. C. L. Reach to J. A. Drewes. Mr. Bowley appeared for the applicant.

NEW YORK is reported to be buying sugar largely in London. Sixty steamers are loading with sugar at English ports for the United States to meet the shortage in the Cuban crop. The visible supply is estimated to be 320,000 tons less than in 1895.

H.M.S. *Zeus*, Capt. Groome, left Singapore on the 10th instant for the Cocos and Christmas Islands with Mr. Arthur Keyser on board as Commissioner on behalf of the Colonial Government to pay the customary annual official visit to these islands and report thereon.

A TRUSTWORTHY private telegram from Korea informs us (*China Gazette* of the 8th June) that the contract for "The Korea-French railway to Fusan has been signed and sanctioned by the King. The French syndicate find the money, as usual, and the Russians nobble the advantages by the building and working the railway.

Taxpayers raised for the relief of the widows and other relatives of the seamen drowned by the capsizing of the boat belonging to the *Edgar* on the China Station is now definitely closed. The amount of £2,600 will, it is expected, be handed over to the Soldiers' and Sailors' Families' Association to be distributed to those entitled to share in it.

As soon as it was known that Shanghai that *Persepolis* had won the Derby the Stewards of the Shanghai Race Club telegraphed to H. R. H. the Prince of Wales as follows:—
"Shanghai Race Club offer best congratulations Derby."
And the Prince of Wales replied as follows:—
"Shanghai Race Club."
"I thank you for congratulations."
ALEXANDER ZEMANOFF

YESTERDAY morning the cook of the ship *G. C. Tobey* fell overboard from the bowsprit and was drowned. His body was picked up in the harbour this morning by the Water Police, and an inquest will be held.

THE Willard Opera Company arrived here to-day from Japan, per *Verona*. Mr. and Mrs. Willard are going on to London, several members of the Company proceed to the Straits, and three or four of them are reported to be studying "ways and means" of getting from Hongkong to their homes in Australia and England.

IT is reported that the Arctic explorer, Lieut. Peary, U.S.N., is going North again this summer, and a steamer is now being fitted up for that purpose. The object of the expedition is believed to be to secure for the Philadelphia Academy of Sciences the forty-ton meteorite near Cape York, which Lieut. Peary discovered last year.

YESTERDAY afternoon Mr. J. L. Prosser sold Inland Lot No. 1,379 on South Kennedy Road, to Mr. A. S. Hooper, Secretary of the Hongkong Land Investment and Agency Company, Ltd., for \$5,474—\$20 above the upset price. The annual rental of the property is \$258, and one condition of the sale is that only European houses are to be erected on the land.

ANOTHER newspaper has been added to the already long list of Shanghai publications. This is a French weekly called *Le Courrier de China*, published by the *Shanghai Press*. Five Chinese daily papers, three English dailies, four English and one German weekly, with a long list of monthlies, show that journalism is well to the front in the Model Settlement.

LAST night a Chinaman who intended to take passage by the O. & O. liner *Doric* (which sailed to-day for San Francisco) went on board the steamer *Mount Lebanon*, bound for Victoria, B.C., and when he discovered he was in the "wrong box" he got very excited and ran about the decks shouting "save life!" Then, so report has it, he missed his footing and fell through a hatchway into the lower hold, sustaining such severe injuries that he died in the Tung Wah Hospital this morning.

AT Shanghai on the 10th instant Sir N. J. Hannon sat in Chambers for the purpose of hearing two applications in the libel case *L'Institution St. Joseph and Philomena Agostini* (known as *Madame St. Philomena*) *vs. John D. Clark* and *Thomas W. Kingmill*. The proceedings occupied a considerable time and ultimately his Lordship gave permission for the petition of the plaintiffs to be amended so as to read—"And the Plaintiffs claim 50,000 Taels damages." It transpired that the defendants had written to plaintiffs, who originally claimed Taels 25,000 damages, offering to apologise "for all imputations" and pay to them a sum of Tls. 200 and costs. Seven days was allowed for the filing of the answers.

IT was generally believed in Portland, Or., on the 19th ultimo that the American bark *Colorado*, which sailed from the Columbia River on December 21st for Hongkong with a cargo of lumber, had foundered. She was then 148 days out, whereas the average run between Astoria and Hongkong is sixty days, many passages having been made in fifty days. The *Colorado* was in command of Captain Jones, and carried a crew of fourteen men. At the time she sailed, the North Pacific Ocean was swept by a series of terrific gales, of violence and duration unprecedented in the observations of the oldest mariners sailing the Pacific, and it is not to be wondered at if the storm which sent the *Cadboro Forest* and other fine ships to the bottom wrecked the *Colorado* also.

The fire on board the cargo-boat, yesterday resulted in the death of three persons. Inspector Hanson, of the Water Police, this morning found the master and crew of the ill-fated boat. The matter states that a tallyman was smoking opium in the after cabin, and that his two children—a daughter aged seven years and a son aged four—were playing about in the same place. There were no fires about, and no joss paper was lighted. Suddenly there was an explosion and flames and smoke enveloped the boat. The master's wife, with a small child, jumped over board, and the master and two sailors, who were stowing the cargo, were somewhat badly burned before they could follow her example. There was no time to attempt a rescue. The bodies were found this morning. The cargo boat was valued at \$2,000 and was uninsured.

THE Yellow Peril, of which we heard so much a year or two ago, is beginning to threaten us, and Japan is the danger. But it is not an invasion of Asiatic hordes which is coming upon us, so much as the importation of the goods made by skilled workmen in that cheapest of cheap lands, Japan. For the land of the *Chrysanthemum* is now taking a leaf of our book, and by imitating us is threatening to drive us out of our valuable markets in the Far East. There are thousands of workmen and workwomen in Japan who can live comfortably—the men on a wage of sixpence a day, and the women on threepence a day—and as they are now imitating our manufactures the competition is becoming serious. Their manufactured goods for the Oriental market, where durability is not so much in vogue as attractive appearance and suitability to climate and surroundings, and as Japan is on the spot, and can exactly gauge the wants of her customers, we shall soon find that she is our most formidable rival. European rivals we can hold our own with, but when Japan grafts Western methods on Oriental cheapness of production her rivalry becomes very dangerous. But not only does she aim at supplying the Eastern markets, but she is invading Europe as well. The Japanese manufacturers can sell bicycles at a profit for £3, clocks half-a-crown, and matches at 8½d. a gross, while in the matter of hats, of which we export large quantities to Japan, they are in the same way cutting the ground from under our feet. Even Gladstone bags Japan can make cheaper than we can, but unfortunately that is the only part of the Gladstonian rule she practises, so her rapid expansion shows. And when people become assured in the Far East that she is a more powerful rival than she is at present—*Globe.*

MEMORANDA.
TO-DAY, 16th June.
9 p.m.—Meeting of Perseverance Lodge.
THURSDAY, 15th June.
10 a.m.—Criminal Sessions.
10.30 a.m.—English Mail closes.
Noon.—*Raffles* sails for London.
2.30 p.m.—Auction of ladies' drapery goods, &c., at the Hongkong Trading Co.'s premises, by Mr. G. P. Lammer.
SATURDAY, 20th June.
Noon.—Meeting of shareholders of the Hongkong Electric Co., Ltd., at the Company's office, No. 22, Queen's Road.
5.30 p.m.—By kind permission of Major Retzlaff and Colonel, the Band of the Hongkong Regiment will play in the Public Gardens.

It was rumoured in San Francisco recently that some American capitalists are completing arrangements with the Russian Government to run a line of fast steamers in connection with the trans-Siberian Railway, the steamers to make Vladivostok the Far Eastern terminus until the Russian Government have effected railway communication with some ice-free port. The American terminals to be San Francisco, and Portland, Tacoma, and Seattle are to be ports of call.

THE London *Daily Chronicle* expresses the opinion that "the rapid advance of Russia in the Far East presents for Great Britain a grave problem," and adds, in a caustic and carefully thought-out leader—"From the opening of China to the outbreak of the China-Japanese war, Great Britain held the position of paramount power, both in arms and in commerce, in that part of the world. Since the latter event, however, we have fast been losing that position. With Russia's desire for an ice-free port we have every sympathy, but Port Arthur cannot be that port without British interests being put in jeopardy. The sooner this fact is conveyed to the knowledge of Prince Lobanoff, the less acute will be the subsequent negotiations become. Moreover, our naval strength in the Far East is not what it should be, in view of the rapid development of events there. For the first time in our history we are distinctly the second power at sea there, and in view of the Franco-Russian alliance very much the inferior power."

THE ATTACK ON A GERMAN OFFICER AT NANKING.

NANKING, June 8th.
The case of Mr. Krause, the German officer who was wounded by Hunan soldiers, is now settled; eight soldiers have been hanged and four others have had their ears bored! The Colonel in charge of the camp, Tsig Kih-lah, has been dismissed from office, and the Viceroy has already memorialised the Throne for his degradation. Mr. Krause has since entirely recovered from his injuries, and is to-day leaving for Shanghai. It is understood that there has been no pecuniary compensation except the restoration of the watch and revolver which the officer lost during the struggle. The two German men-of-war were anchored off the city for a few days, but their presence does not seem to have affected the case, for the Viceroy had determined what ought to be done before their arrival. The fault of the soldiers and their officer Tsig was so apparent that no attempt to screen them had been made available. Their attack was purely malicious. Had more prompt news been conveyed on the part of the Chinese officers the army might have been avoided. It seems that the German officer found it impossible to drill his soldiers in the narrow place within a camp which had been assigned him. He applied to the Tsoai in charge of the Army Administration, Tsin, for permission to use the vacant ground immediately behind the Viceroy's yamen and in front of two camps of the Viceroy's brigades. This permission was given by Tsoai Tien, who had no power to do so. When Mr. Krause took his men to drill there on Sunday, May 30th, Colonel Tsig objected and protested to his General, Liu. On Monday morning the German officer again took his men to the same place and drilled them while the Hunan soldiers were being drilled on the same ground. Colonel Tsig, again informed his General, who at once wrote to Tsoai Tien, telling him not to use the ground. This despatch was received by the Tsoai about 12 o'clock noon, but for some reason was not communicated to the Germans till about five o'clock in the afternoon, and too late to prevent trouble, for at four o'clock the attack took place. The weakness of the new army organisation must be apparent to all when it is seen how careless it is in giving orders and how slow in countermanding them. Such methods of reform will not command the respect of anyone, and are worse than the ordinary old methods.

SHANGHAI, June 6th.

We learn from Nanking that it is considered that there is not much to investigate in the recent *fracas* in which Mr. Krause was so seriously wounded. It appears to have been an outcome of the standing animosity as to the powers of Major Baron A. Reitenbach. He gave the orders for the German instructor to drill on the parade ground in question, and the Chinese General of the camps there insisted that he had no right to do so, as the drill ground belonged to his men. It is understood that the Viceroy Liu is much disposed to send all the Germans away with full pay up to the end of their contracts, and this he will very likely now do. There is a certain want of harmony, we understand also, between the Germans themselves.—*N. C. Daily News.*

H.I.G.M.'s gunboat *Tito* arrived here this afternoon from Nanking. All was quiet when she left. The German officers have continued their duties, and we do not expect to hear anything more of the attack on the drill instructor Krause, who is now in Shanghai.—*Mercury.*

INTERESTING ASSAULT CASE.

A STRAITS EDITOR CHARGED WITH "SPRINGING AT THE THROAT" OF A POLICEMAN.

SINGAPORE, June 9th.

Before Mr. Anthonis, Senior Magistrate, this morning, Mr. A. Reid, of the *Straits Times*, was charged, at the instance of Inspector Jennings, that he on or about May 28th, 1896, at Singapore, assaulted the complainant, a police servant, to wit the Chief Inspector of Police, in the execution of his duty as such public servant, an offence punishable under section 353 of the Penal Code.

The information reads as follows:—
"On the 28th inst., at 9 p.m., I was in charge of the Police regulating the traffic of carriages on the road past the Military Guard House, at Government House, Mr. Annot Reid came up to me and asked me why I stopped his carriage. He said he was Annot Reid, of the *Straits Times*. He was very much excited. He wanted his carriage to pass the carriage in front of him. This I would not allow him to do. He then said 'You scoundrel!', and sprang at my throat. He seized me by the collar of my tunic. I tried to shake him off. He held on to me, and said he would drag me before the Governor. While trying to free myself two gentlemen and a lady came up and took him away. I remained regulating the carriage traffic. I have several witnesses near me. I was in full dress uniform, sword and helmet. I charge him with assaulting a public servant in the execution of his duty under Section 353 of the Penal Code, and pray for a summons against him."

Mr. Napier, for the defendant, said he desired to plead guilty and to express his regret for what had occurred in the matter.

Mr. Stewart, Acting Chief Police Officer, said:—We do not desire to press the charge.

The Magistrate:—Do you withdraw the charge?

Mr. Stewart:—Considering that the defendant apologises for his conduct we withdraw the charge.

THE ANTI-FOREIGN
DISTURBANCES NEAR WENCHOW.

SHANGHAI, June 10th.
A representative of this paper was granted an interview by Dr. Stuebel, H.I.G.M.'s Consul-General, this afternoon to endeavour to ascertain a few facts regarding the outrage on two German missionaries at a place called Sungyang, which is situated about 150 miles up the Wenchow river.

Two German missionaries, Messrs. Klein and Marx, who belong to the German China Alliance Mission, recently opened a station at Sungyang, which is within the prefecture of Chuchow, where these missionaries have had, for the last five years, a very successful mission. There were no signs of impending danger, barring the usual placards posted round the village. All was quiet till Monday evening last, when, just as Mr. Klein and Mr. Marx had finished dinner, their house was attacked by a large mob, who started to make things look lively by breaking everything they could lay hands on. The two gentlemen were seized and cruelly beaten. Mr. Klein being much more savagely treated than his colleague. However, they managed to make their escape and took refuge in a neighbouring yamen. The official in charge was courteous enough to them and sent them by boat and with an escort to the prefectural city of Chuchow; on arrival they sought an interview with the Prefect, who pretended to disbelieve their story and treated them in a rather off-handed manner in spite of the fact that Mr. Klein's injuries were unmistakable proof of their assertions, to say nothing of the escort given the missionaries for protection by the official at Sungyang. Failing to obtain satisfaction from the Prefect of Chuchow, Mr. Klein, whose injuries are of a serious nature, but it is to be hoped not fatal, was left behind at the mission, while Mr. Marx proceeded to Wenchow, where he laid his case before the local authorities. A telegram was sent to Sungyang to investigate the case and try and settle the matter, but Mr. Marx, feeling that there was no possibility of obtaining satisfaction from the authorities, and that the officials were not showing the amount of energy such a case required, took passage to this port in the *Poochi*, arriving here yesterday.

The case was reported to Dr. Stuebel, H.I.G.M.'s Consul-General, and he is taking the necessary steps in the matter. The origin of the row is uncertain; but we have no doubt, from a Chinese point of view, it will have something to do with taking out eyes to make medicine, the killing of a child, or some other insane charge trumped up for the purpose of causing a riot.—*Mercury*.

CHINESE NATIONAL BANK AND
RAILWAY SCHEMES.

According to private news received by the *North-China Daily News* from Peking, it appears that Dr. Yang Wing's scheme for a National Chinese Bank, mentioned in a recent letter from Peking, has every likelihood of being an accomplished fact in the near future. From the translation of the decree on the Lu-Han Railway published in the Shanghai morning paper on the 8th, it is seen that line will be exclusively built by syndicates formed in Kuangtung province. Dr. Yang Wing is also a native of that province, having been born nearly seventy years ago at Hsianghsien (Macao) which is a district of Kiangchow (Canton). The National Bank in question, the *N. C. Daily News* further learns, is under the patronage of two high officials in Peking, namely of Chang Yung-huan, Vice-President of the Board of Revenue, and Hui Ying-kuei, Director-General of the Imperial Granaries of Peking and North Tungchow; and on all the new institutions is to be opened in connection with the new Lu-Han Railway, which will deposit its funds with the new Bank. Kuangtung province is therefore apparently getting well ahead.

THE Peking-HANKOW RAILWAY.

Shanghai, June 8th.
Their Excellencies Wang Wen-shao, Viceroy of the Peking, and Chang Chih-tung, Viceroy of the Hukang provinces, have received the following Imperial instructions from His Majesty the Emperor Kuang Hsi:—"The Princes and high officials belonging to the Ministry of War memorialised last December recommending the giving of the building of the Peking-Hankow Railway to a Cantonese syndicate headed by the ex-prefect Tsai Hui Ying-chang (who was wired to on Peking and published in these columns at the time). Wherefore ordered the said Tsai to return at once to Canton and collect the required preliminary sum of Tls. 10,000,000 as a guarantee of *bona fides*. According to a memorial from the said Ministry of War we now learn that the said Tsai has since telegraphed from Canton to the effect that he had succeeded in raising seven million taels in Tls., and that he would bring up this sum to Peking in person by the middle of June next, etc. In the meanwhile two other Cantonese syndicates, namely, one headed by a certain notable named Fang Peh-shih, and one headed by the ex-prefect Li Hui Ho and a certain Li Ching-shan, have also successively petitioned to the Ministry of War, declaring that they had each raised the sum of ten million taels and now prayed for the privilege of tendering for the building of the said railway, saying that they should appoint high official to preside over each of these syndicates, etc. Now the building of the Peking-Hankow Railway (called in official documents the "Lu-Han Railway," or Lukow Bridge-Hankow Railway) is one of supreme importance to the welfare of the Empire. If money be collected and handed over to the officials to construct the road the chances for success would be nil. It therefore, only remains for the commercial classes to build the line under the general supervision of the government in order to facilitate the completion of this important enterprise. The line in question passes through the jurisdiction of the Viceroy Wang Wen-shao and Chang Chih-tung, and they are therefore hereby commanded to make it their duty to see the enterprise brought to a successful completion, and to co-operate with the said Tsai Hui Ying-chang and the others above named in this matter. This would be best done by dividing the construction into three portions, each syndicate to take over the building of one portion. The said Viceroy is to see that no obstacles be placed in the way of these syndicates, and are further ordered to take every care in generally supervising the status of the said syndicates and see that no foreigners hold shares in these companies."

With reference to the above Imperial decree, we learn that copies of the Edict have also been distributed to the various Viceroy and Governors of the Empire in order that the whole country may know that the Emperor is determined to build railways in his Empire. The Edict named above is a younger brother of Hui Ying-kuei, Director-General of the Imperial Granaries at North Tungchow and Peking.—*N. C. Daily News*.

BORNEO TOBACCO.

Over the initials of "W. B. P." the New York *Tobacco Leaf* has a letter from Sandakan, which details the early troubles of attempts to grow tobacco in Borneo. These will be familiar to such of our readers as are interested. The writer then proceeds:—"The upshot of the whole matter is that those who are now left in the industry have gained experience as to the difficulties likely to be encountered and the best way of meeting them when they arise; the highest point of flood mark on the various rivers is now pretty well ascertained; the regular supply of foodstuffs is arranged for; the managers now are a very different class of men to their predecessors, and the best places for continuing production or for dropping it are now pretty well known. And though matters are not very bright at the moment, there is little doubt but that the tobacco industry is at its worst now, and that any alteration that occurs will be for the better. The district in which the greatest success has been reached is Maludau Day, and here there is little doubt but that all future movements will be expansions. Crops are large, the leaf good, texture fine, and prices high."

The future of the tobacco industry in North Borneo depends upon the area of land suitable for the cultivation. Wrapper tobacco here, as elsewhere, is very capricious, richness of soil being by no means the only condition that it needs; in fact, it is rather difficult to say exactly what does suit best. Suffice it to say that circumstances have been against it in a good many of the districts tried, which now remain desolate wastes, well soded, cleared and ditched, and waiting to be worked again. But in the centre of the country there exists a region of nearly flat lands that seem to suit many of the requirements of the tobacco planter, and, until this district has been put to the test, the future of fine tobacco is uncertain, as the comparatively few acres in Maludau Bay, though undoubtedly suited to it, are not enough to make the industry a really large or important one, though under the worst circumstances the area under tobacco five years hence is likely to be larger than at present. But in various parts of the country, particularly the districts to the south of the great mountain of Kina Balu, a very nice, mild tobacco is grown for ordinary smoking purposes. At present it is only the surrounding countries and districts that consume this tobacco, but in time there may be the making of a good export business in it.

DEVELOPMENT OF TRADE AND
INDUSTRIES IN JAPAN.

MERCHANT SHIPPING.

In 1871 Japan possessed 65 merchant steamers of an aggregate tonnage of 23,364 tons. They were, without exception, vessels which had been condemned by their former foreign owners as unfit for further profitable use, were ill-managed and neglected, and were scattered beyond the coasts of Japan, and even their coasting voyages were so insignificant that their entries and clearances were not deemed worthy of the slightest mention in the Customs returns. In 1895 Japan possessed 517 merchant steamers of an aggregate tonnage of 312,522 tons, and the principal shipping company, the Nippon Yusen Kaisha, or National Mail Steamship Company, alone possessed a fleet of 57 ocean-going steamers with a tonnage of 101,343 tons. The vessels of the latter company make frequent voyages to China, India, and Australia, and their lines will very shortly be extended to England and across the Pacific to the United States; their services are splendidly organized and managed, and the majority of their ships are in every way fit to rank with those of any nationality in the world. The further development of the Japanese mercantile marine is now being very actively promoted, and among the measures advocated as essential to the increase of her commerce few find greater favour or are more frequently discussed than the extension of the existing steam routes and the acquisition of a much larger share in the carrying trade to and from her own territories.

Very practical measures have been recently taken by the Government to encourage the shipping industry, and two measures submitted to the Diet during the current session: (1) a Navigation Bill, and (2) a Shipbuilding Bill, passed both Houses without a single voice being raised against either. Both are measures of great prospective importance. The first provides that under certain conditions as to right of requisition by Government, carriage of mails, training of apprentices, &c., a subsidy shall be given for the space of five years from the date of construction, to every merchant steamship of over 700 tons burthen at the following rates:—25 sen (6½ p) per ton for every 1,000 miles run at a maximum speed of 10 knots; an addition of 10 per cent. to be made for each 500 tons increased displacement over 1,000 tons and up to 6,000 tons; and a further addition of 20 per cent. for each additional knot in speed up to 17 knots; after the lapse of five years a continuing annual reduction of 5 per cent. in these amounts to be made.

The second provides that a subsidy of \$22 (£6) per ton shall be granted to every Japanese subject building in Japan an iron or steel steamship of over 700 tons burthen under 1,000 tons, and of \$20 (£5 3s 4d) per ton for one of over 1,000 tons, with an additional \$5 for each net of horse power. Both hull and engines must be built under the supervision of the Department of Commerce, and no foreign material is to be employed unless specified by that Department.

Both these measures are to come into operation on October 1, 1896, and are of course in force for 15 years. "To be enabled to take immediate advantage of the first, the National Mail Steamship Company, already dispatched, so far back as December, a commission to England to order six steamers, each of 6,000 tons capacity and steaming 17 knots, and it is intended to employ these steamers in a monthly passenger and cargo service between Yokohama and London, one steamer starting from each port every month. Four other routes are mentioned in the Japanese papers as having been selected by the Government as "special navigation routes," on which the National Mail Steamship Company are also to place steamers, which will receive subsidies under the new law. These are to Australia and Bombay, between Japan and both of which there will be 12 round voyages annually; to Vladivostok, 18 round voyages annually; and to Korea, 8 round voyages annually. It is proposed to devote 30 steamers of an aggregate displacement of 50,000 tons to these four services, the first two of which will form a very serious element of competition with the British companies by whose steamers they are at present mainly conducted.

As to the second Bill, it is estimated that eight steamers which will be entitled to benefit by the subsidies will be annually constructed in Japan, and that the yearly amount, which the terms of the Bill will require to be provided, will be £200,000 (\$31,666). At present there is only one private dockyard in Japan of sufficient capacity for the construction of a steamer of over 1,000 tons displacement, and only one steamer of that size has as yet been built.—*From Mr. Langford's Report.*
(To be continued.)

SAILORS' WANTS.

At a public meeting in St. James's Hall, London, recently, presided over by the late Commander-in-Chief of the China Fleet, Admiral the Hon. Sir Edmund R. Fremantle, K.C.B., said:—"Ladies and Gentlemen, I have been deeply impressed with the great value of The Missions to Seamen Society, and with the good work it is doing. It has been my lot for the last three years ending in May last, to be on the China Station, and whilst there I had an opportunity of personally acquainting myself with the efforts of this Society to provide for seamen; and this may, perhaps, be some excuse for my occupying the Chair. Let us look a little at what the aim of this great Society is. Our aim is to look after and care for the spiritual welfare of those who go down to the sea in ships; whose business is in the great waters. It has been said with regard to the *personal* of the Mercantile Marine that it is not as satisfactory as we as English people might wish for. Although, perhaps, it is not quite as good as it ought to be, I think you will all agree that a vast change has taken place for the better in recent years. The men are more sober, more steady, more thrifty, and I think that one of the things that has done much to bring this about is the holding of divine service on board ship, a practice now frequently observed in the merchant service. It should not be forgotten what The Missions to Seamen has done in this important matter. I firmly believe that it is due to their efforts that the custom of divine worship has become so general on board ship as it is. It is the inevitable custom on board Her Majesty's ships now to begin the daily work with a meeting for prayer. And this might also become the custom in the merchant service. I am sure you will all agree with me that this daily practice is of very great value. The stopping of the ordinary work of the ship for five minutes, and the assembling of all the ship's company together, and the reading by the chaplain, or by the commanding officer, of a few prayers, has an extremely good effect. And I do not believe that those minutes are wasted at all in regard to the daily work done in the ship. But very much to the contrary."

Now perhaps I may state shortly of what our merchant service consists. According to a recent return, 504,000,000 worth of goods is carried by the British merchant service every year. These numerous ships are manned by 240,000 sailors; and of these 183,000 are British subjects. If you look at the Society's report, you will see what The Missions to Seamen is doing for these men. The Admiral then referred to the arrangements made in the Royal Navy to encourage thrift among seamen, and continued:—"I should add that, thanks to the Board of Trade, this is already done to some extent in the Mercantile Marine. The Board has made arrangements whereby one of its officers attends at various home ports and makes arrangements for the returned crews of long voyage ships to hand over their accumulated wages to him, and for transmission to their homes, without any charge for so doing. This system has worked remarkably well, and I am glad to find that it has recently been partially introduced with much success at Dunkirk; though merchant sailors pay half-a-crown for every ten pounds of their wages sent home for their families. I think we ought not to forget that we owe a very great deal in this respect to The Missions to Seamen, for I believe it is owing to a large measure to their efforts that these improvements have been brought about. But we hope before very long to see this practice extended to the seven continental ports of discharge between Brest and the Elbe, where sailors have to put up with much rough treatment and depredations from the many crimps and land-sharks who infest the more important ports of discharge on the Continent. I think you will all see what a great benefit this transmission home of seamen's wages is to merchant sailors and that, therefore, it is very desirable it should be extended to ports of discharge abroad."

I should like you to notice the references in the report to the friendship of sailors to the Agents of the Mission. A really true personal friendship exists between them. When we remember the many difficulties merchant seamen have to deal with, the dangers they have to face whilst on the sea, the many evil influences that surround them when reaching port; and when we reflect that we are immensely indebted to our sailors for so many necessities of life, I think we ought to mark God that there are such societies in existence as The Missions to Seamen, who provide a true friend for the sailor when landing as strangers in strange ports. For as you are aware, there is no other class of men so separated from relations and friends who need help, sympathy, and prayers as do seafaring men."

On the question of desertion abroad, I think one word ought to be said. Some inquiry ought to be made as to the causes which induce men to desert their ships abroad. There is no doubt a strong pecuniary tendency not to care whether they lose their wages or not. If they desert, they lose their wages; and that is therefore quite obvious that the shipowner cannot trouble himself much about that matter. If the ship be laid up for a few weeks in a foreign port, it may be to his interest to let the crew desert. At all events, I think that some action should be taken to inquire into what becomes of the unpaid wages and effects of deserters, and into the causes of desertion, &c.; and that some responsible for the management should show good cause why their employees have deserted their ships."

I will just sum up a few objects which I think we ought to aim at. First of all, we ought to aim at getting public worship on board every merchant ship regularly; at procuring as much Sunday rest as is possible; and the abolition of Sunday cargo work has, you are aware, been dealt with in many ports; but there are still many ports abroad and in Crown colonies in which we should like to see cargo and coaling work abolished. We also feel that the devout observance of Sunday by divine worship is not as general in merchant ships as we should wish. We should study merchant seamen with regard to the question of their environment, and that they should be supplied with small forecastle libraries. As far as the great companies especially are concerned, they ought to set an example of something approaching to continuous employment. The best conducted men might be put on the establishment. I am confident that it would pay. Continuous service is the aim in the Royal Navy; and I believe the same thing applies with regard to the great Pacific and the Empress Lines between the Cape and Dominion and Japan. I firmly believe that if we had a modified system of practically continuous employment in the merchant service, it might be made to work very satisfactorily, and that we should then have a body of men who would be fine specimens of what British seamen ought to be. The general treatment of merchant sailors on board ship is also a most important point deserving careful attention."

NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchanges were "crowded out" of last night's issue:—

HAVANA, May 15th.
In response to a protest by Havana cigar-makers and factory owners, approved by the office of finance and customs, a decree has been issued by Captain-General Weyler forbidding the further exportation of Cuban tobacco leaf save to Spain. Ten days only is given to foreign buyers having left under contract to embark the same from the island.

MADRID, May 16th.
It is stated that the Spanish Government, in a circular note to the powers regarding the attitude of the United States toward Cuba, has taken the position that while Spain has scrupulously observed all treaties the United States has infringed all conventions.

NEW YORK, May 16th.
A despatch to the *Herald* from Havana says:—"Advice from Madrid says that a bill will be presented to the Cortes abrogating all existing treaties with the United States."

LONDON, May 16th.
Sir Halliday Macartney, an extremely able Scotchman, who for many years has been in the Chinese diplomatic service, and, strange to say, is entirely trusted by his employers, had a long interview with Sir Thomas Sanderson at the Foreign Office on Thursday. All the newspapers were jumped hastily to the conclusion that the interview related to alleged Russian aggression at Chiao-chow, but there is the best of reasons to believe that much more important business was discussed, and that the language used was not altogether diplomatic. The real subject talked about was the alleged secret mission intrusted to Li Hung-chang, now in Russia, ostensibly for the sole purpose of congratulating the Czar on his coronation.

British Minister MacDonald was informed from Peking that there was no truth in the mission story, and on the strength of that, coupled with a semi-official denial from St. Petersburg, the British Foreign Office caused a contradiction to be published here, but this week the Foreign Office's information has been disturbed by trustworthy sources that the Czar and later with the chiefs of the Russian Asiatic Department, which can only mean that the great Viceroys' journey has for its object a good deal more than the paying of compliments.

Sir Halliday Macartney was once supposed to have British sympathies, but if that was ever the case, he has out-grown them. He tried desperately to induce England to interfere to save China from Japan. He failed utterly, and is not likely to forget that fact. It is not improbable that he talked pretty plainly to Sir Thomas Sanderson on Thursday, and that he was instructed to do so in almost beyond doubt, for whatever the character of the understanding between China and Russia, the former has ceased to fear England, and this may precipitate trouble, which few people desire is brewing.

The position of Sir Halliday Macartney is unique. The Chinese governing class, usually so suspicious, trust him absolutely, and there is no man living who understands the Chinese mind so well as he does. He was a half-pay surgeon out of China when he attached himself to Li Hung-chang's fortunes, and he has prospered by justifying the Viceroy's confidence. Macartney, of course, speaks and writes Chinese with idiomatic fluency. If he liked to shave, cultivate a pigtail and marry a Chinese woman, he might well pass in China as a Chinese, but he still has many European tastes, has a French wife, and lives in a charming country house in Kent when he can get away from the Chinese Legation in London.

BERLIN, May 16th.
The German clergy, Protestant and Catholic, are thoroughly aroused in consequence of Emperor William's telegram to General Staff regarding Dr. Stoecker, the ex-convict, and Christian Socialist leader, which was published with His Majesty's consent. This message was almost brutally brusque and read:—"The clergy must not meddle with politics, because it is no concern of theirs." This angered the clergymen, and the whole clerical mind as well as the Emperor's, and the Emperor, the *Evangelical Church Gazette*, in which he says the Emperor "when still Prince of Prussia, himself characterized the Christian Social activity of the clergy as a means of vanquishing socialism. Dr. Stoecker added: "Since Christian Social thought was tabooed in Berlin, socialism reigns politically there. As I have begun so shall I continue. I leave the end to God."

Two of the leading clerical organs, the *Religion* and the *Volk*, severely condemn and deplore the publication of the telegram, classing it as "inconceivable" and "the gravest insult" to the clergy, by the constitution, and pointing out that clergymen, by the constitution, are granted the same rights as other citizens. The Roman Catholic organs, the *Germania* and the *Cologne Volks-Zeitung*, publish articles of a similar tone. The Socialist press denounces the telegram as imperial interference with constitutional rights, and in various parts of Germany clerical synods have taken pains to express confidence in Dr. Stoecker and his methods and severely criticize His Majesty's telegram.

May 16th.
Colonel Liebert of the Prussian service has accepted the mission of organizing the Chinese army, and will leave for China next week. He will be accompanied by twenty German drill instructors.

The son of Von Boetticher, the Minister of the Interior, with a companion and an official hunter, went fishing on Thursday last in the waters near Rheinsberg. Their boat was capsized, and all three were drowned. The bodies have not been recovered.

Several of the persons arrested at Frankfurt on the charge of (the alleged) made incriminating remarks in close proximity to and even within hearing of the Emperor during the unveiling there on Sunday last of the monument erected to the memory of Emperor William I.

Herr Wiesel, an ex-member of the Reichstag and Diet, and an intimate friend of Eugene Reicher, has been arrested on the charge of perjury.

The agitation for a larger navy has been renewed. Lectures are delivered in different parts of the country, under the auspices of the *All-Deutscher Verband*, to promote the movement. The recter of the Technical High School at Karlsruhe has strictly forbidden dances.

Austro-Hungarian, and Colombian Government tobacco monopolies, through their respective consuls, will file protests against the decree.

May 19th.
The *Herald's* Washington special says:—"Captain-General Weyler's edict prohibiting exports of tobacco from Cuba has stirred up a storm of protests in Florida, which has reached the State Department through Senator Pasco and Representative Sparkman of that State. According to the despatches which these gentlemen have received from their constituents, the enforcement of this edict will mean the closing up of the cigar factories of Tampa and Key West almost immediately."

Senator Pasco called at the State Department to-day and at his request Secretary Olney at once called to Consul-General Williams for an official statement of the terms of the edict. Representative Sparkman called at the Department and urged the Secretary to ask the Spanish Government for an extension of time in order to secure supplies of tobacco. The Florida people want an extension of sixty days, and they want the State Department to make this request in the most urgent form, amounting practically to a demand.

The State Department officials are not inclined to ask for an extension of time. They think that if the request should be made for so much time as that mentioned, it would be certain to be denied, as it would enable American tobacco merchants to practically double the supply of tobacco in Havana and thus bring about at once the closing of the cigar factories in that city, which is what General Weyler seeks to prevent. It is probable, however, that a request will be made for an extension of ten days.

HAVANA, May 19th.
According to private Madrid advices received to-day by a well-known Havana banker, the bulk of the Cuban debt held by Spanish banking institutions and persons of wealth has been unloaded in Paris during the last six or eight weeks. Bought up by French capitalists, upward of \$27,000,000 in Cuban bonds have thus changed hands. Among the sellers are mentioned Premier Canovas, Romero Robledo and Senor Eldredge. Small holders of Cuban bonds in London have also unloaded, and Belgian, Dutch and German financiers have also sold heavily in Paris, where more than 60 per cent. of the original issue of \$104,000,000 is now held.

The object of French buyers in seeking control of the Cuban debt is said to be to obtain from Spain direct intervention in the Cuban Treasury Department, placing a representative of their syndicate in every custom-house on the island to see that these be honestly administered, and thus insure the prompt payment of the interest on the debt.

SHIPPING AND MAIL NEWS.

MAILS DUE:
Tacoma (Tacoma) to-morrow.
Australia (Orons) 19th inst.
French (French) 19th inst.
Canadian (Canadian) 22nd inst.
American (American) 23rd inst.
Tacoma (Victoria) 1st prox.

THE steamship *Wakana*, from New York, left Singapore for this port on the 13th inst., and may be expected here on or about the 19th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.
ARRIVALS.
Denters steamer, from Saigon.
Petrarch " " Saigon.
Chillogong " " Portland.
Tener " " Foochow.
Hysan " " Shanghai.
Yokohama " " Yokohama.
Rohilla " " Bombay.
Cassius " " Singapore.
Sabine Richmond " " Amoy.
Monmouthshire " " Singapore.
Tatung " " Shanghai.
Scottish Isles ship " Cardiff.
Aggregating 20,030 tons register.

DEPARTURES.
Britannia steamer, for Canton.
Kangaf " " Heliow.
Mount Lebanon " " Amoy.
Doric " " America.
Kritina Nilon brig " Vladivostok.
Aggregating 8,330 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.
Tachow in Kowloon Dock.
Anjo Head " " " "
Moulans " " " "
Kutung " " " "
Thales " " " "
Wandering Jew " " Cosmopolitan.
Pammy " " " "
Australian " " " "
Glen Calach " " Aberdeen.

LETTERS FOR MERCHANT SHIPS.
It is stated in the *Government Gazette* of the 13th instant that letters and papers are lying at the Post Office addressed to the following vessels:—

Name	Letters	Papers
Adams	—	—
Andalus	—	—
Australia	—	—
Amoy	—	—
Amarrath	—	—
Bentley	—	—
Changsha	—	—
Congo	—	—
Credmoor	—	—
Darby	—	—
Edith	—	—
Emily F. Whitney	—	—
Francisco	—	—
Finland	—	—
Henrietta	—	—
Iber	—	—
Iris	—	—
Java	—	—
Kalgan	—	—
Kirkhill	—	—
Kong Beng	—	—
Northbrook	—	—
Pack Yan	—	—
Pakhoi	—	—
Penarth	—	—
Savona	—	—
Selkirk	—	—
St. Mark	—	—
Spinaway	—	—
Sunley	—	—
Sandhill	—	—
West Water	—	—
Weimur	—	—

THE HONGKONG GOVERNMENT
GAZETTE.

[Saturday, 16th June, 1896.]

GOVERNMENT NOTIFICATIONS.
No. 217.—Notice that the constant system of water-supply will be resumed from the 15th inst.

No. 218.—Contains particulars of Crown Land in Tai Kok Tui to be sold by Public Auction on the 29th June.

No. 219.—Return of Stamp Revenue during May, 1896.

No. 220.—Publishes extracts of Meteorological Observations made at the Observatory during May, 1896.

No. 221.—Calls for tenders for the repair of Police Launch No. 3, to be received by noon of the 17th inst.

No. 222.—Calls for tenders for Portland cement for Pava Reclamation work, to be received by 33rd inst.

No. 223.—Calls for tenders for the construction of reservoir, etc., at Aberdeen, to be received by the 30th inst.

No. 224.—Tenders are invited for the supply of grain, straw, grass, etc., to the Police during the last six months of the year, to be sent in by the 24th inst.

No. 225.—Tenders for the supply of small stores to the Police Department for the same period are called for, to be sent in by the 24th inst.

The *Gazette* also contains the usual list of unclaimed telegrams lying in the Telegraph Co.'s office; the Post Office list of *Adressantes*; correspondence, and list of letters, etc., for merchant vessels.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition, and can report most favourably of its good effect; it has been in each case taken most readily."—W. FRANKS, M.R.C.S., Medical Superintendent, Belfrage Hospital. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China.—Watkins & Co., Hongkong.—*Advt.*

Hotels.

WINDSOR HOTEL, HONGKONG.
THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM, Proprietor & Manager.
Hongkong, 3rd April, 1895. [25]

THOMAS' GRILL ROOMS, No. 4, QUEEN'S ROAD CENTRAL.
THE most Liberal and Cheapest *menus* in the FAR EAST.
BREAKFAST, DINNER AND SUPPER by Monthly contract.
Tenders for BANQUETS and BALL SUPPERS on application.
PICNIC and SHOOTING PARTIES Supplied on the shortest notice.—A Specialty.
For further Particulars, Address:—
THE MANAGER.
Hongkong, 19th January, 1896. [26]

VICTORIA HOTEL, CANTON, (LATE SHAMKIN HOTEL, CANTON.)
MESSRS. MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMKIN HOTEL, they have re-furnished the whole Establishment, had it vastly improved in every department, and have now RE-OPENED it under the more popular style of VICTORIA HOTEL.
For further Particulars, apply to the MANAGER.
NEW VICTORIA HOTEL, Hongkong.
Hongkong, 10th December, 1895. [27]

FUJIYA HOTEL, MIYANOSHITA, HAKONE.
Four and a half hours from Yokohama.
FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.
THE ELECTRIC LIGHT IN ALL THE BUILDINGS.
TWO ENGLISH BILLIARD TABLES. EXCELLENT CUISINE.
S. N. YAMAGUCHI, Proprietor.
PEARL HOTEL.
OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES, (FROM APRIL 1ST TO OCTOBER 31ST).
One person, per day \$ 4.00
One person, per month \$ 75.00
Married couple (occupying one room) per day 7.00
Married couple (occupying one room) per month 150.00
Married couple (occupying two rooms) per month 170.00
Extra Bed Room, per month \$ 40.00
For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 2nd April, 1896. [29]

Shipping.
STEAMERS.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"FORMOSA,"
Captain Robson, will be despatched for the above ports TO-MORROW, the 17th instant, at 10 a.m., and will be previously notified.
For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers.
Hongkong, 16th June, 1896. [30]

"BEN" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
THE Steamship
"BENGLOE,"
Captain Thomson, will be despatched at above TO-MORROW, the 17th instant, at Noon.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 16th June, 1896. [31]

Shipping.

STEAMERS.

FOR YOKOHAMA AND KOBE.

"MACDUFF,"
THE Steamship
Captain Thomson, will be despatched TO-MORROW, the 17th instant, at Daylight.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1896. [93]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"TAIWAN,"
THE Steamship
Captain Benson, will be despatched on THURSDAY, the 18th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1896. [98]

"BEN" LINE OF STEAMERS.

FOR SHANGHAI.

"DENLAVERS,"
THE Steamship
Captain Wherry, will be despatched as above on FRIDAY, the 19th instant, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th June, 1896. [98]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"GISELA,"
Captain Grisoni, will leave for the above places on THURSDAY, the 18th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 15th June, 1896. [968]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 20th instant, at 4 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 15th June, 1896. [990]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENARRY,"
Captain Ferguson, will be despatched as above on MONDAY, the 22nd instant, at 4 P.M., instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 15th June, 1896. [999]

FOR PENANG AND SINGAPORE.

THE Steamship

"INGRAM,"
Captain Diederichsen, is expected to arrive here on THURSDAY, the 18th instant, and will leave for the above Ports (proceeding direct to PENANG and calling at SINGAPORE on the return voyage to HONGKONG) on or about SATURDAY, the 20th instant.
For Freight or Passage, apply to
FOOK CHEONG AH YON & Co.,
44, Praya Central.
Hongkong, 15th June, 1896. [982]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"
Captain Polakoff, will be despatched on MONDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1896. [980]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th June, 1896. [984]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"CARMARTHENS,"
Captain Sincock, will be despatched for the above Ports on or about the 27th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th June, 1896. [800]

"MILBURN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANKOW,"
Captain Orr, will be despatched for the above Port on SATURDAY, the 27th instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 12th June, 1896. [969]

JAYA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alterations.)

JAYA, HONGKONG, YOKOHAMA, KOBE, AMOI, HONGKONG, SINGAPORE, JAYA.

FROM HONGKONG.

S.S. Germania..... To JAPAN..... 11 June.

S.S. Federation..... To JAPAN..... 11 July.

S.S. Cosima..... To JAPAN..... 11 August.

S.S. Carina..... To JAPAN..... 11 June.

S.S. Germania..... To JAPAN..... 11 July.

S.S. Federation..... To JAPAN..... 11 August.

General Agents for China & Japan, LAUTS, WEGNER & Co.

Hongkong, 4th June, 1896. [84]

Intimations.

FOR CONNOISSEURS.

EXTRA SPECIAL.

GLEN WHISKY.

\$11.00 PER CASE.

BEST VALUE EVER OFFERED.

100 A. I. TONIC

CHAMPAGNE BITTERS.

THE BEST RESTORATIVE IS

BOVRIL WINE AND BOVRIL.

From WATKINS & CO.

APOTHECARIES' HALL.

PHARMACEUTIC PRODUCTS OF THE FARBERWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST ADMAIN.

Dr. KNORR'S LION BRAND

"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

Dr. OVERLACH'S

"MIGRAININE,"

(ANTIPYRINE-CAFFEINE CITRATE)

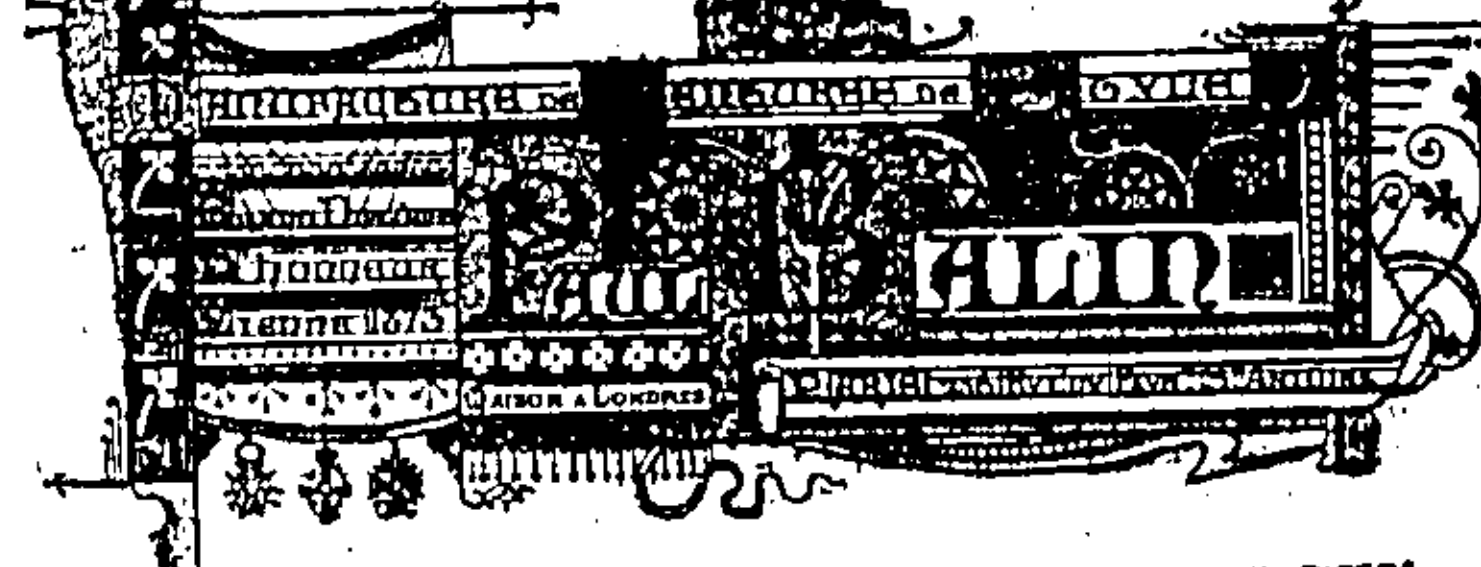
Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed.

To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!



Apply to JOHN D. HUTCHISON, Esq., Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

THE Steamship

"HUPEH,"
Captain Quail, will be despatched TO-MORROW, the 17th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1896. [915]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL.

VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transshipment Cargo for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

(At Reduced Rates.)

THE Company's Steamship

"HYSON."

J. S. Hogg, Commander, will be despatched as above TO-MORROW, the 17th instant, at 5 P.M.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 16th June, 1896. [901]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transshipment Cargo for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

(At Reduced Rates.)

THE Company's Steamship

"MOYNE."

C. H. Kemp, Commander, will be despatched as above on SATURDAY, the 20th instant, at 5 P.M.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 15th June, 1896. [924]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched as above on WEDNESDAY, the 24th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th June, 1896. [956]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Chartered Steamer

"BALMORAL."

Captain McRitchie, will be despatched for the above Ports on or about the 7th July.

For Freight, apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, 15th June, 1896. [955]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Steamship

"TSINAN,"
Captain Ramsay, will be despatched TO-MORROW, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1896. [958]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TEUCER."

Captain Riley, will be despatched as above on THURSDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th June, 1896. [904]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"MONMOUTHSHIRE."

Captain Evans, will be despatched as above on or about THURSDAY, the 18th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 10th June, 1896. [901]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"WHAMPOA."

Captain Newcomb, will be despatched on FRIDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1896. [900]

SAILING VESSELS.

FOR NEW YORK.

THE "100 A.I. American Iron Ship"

"T. F. OAKES."

E. W. Reed, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co., Agents.

Hongkong, 2nd May, 1896. [762]

FOR NEW YORK.

THE 3/3 L.I.I. American Ship

"LUCIE."

Ballard, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 2nd May, 1896. [763]

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"BOCOTRA."

Rahda, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

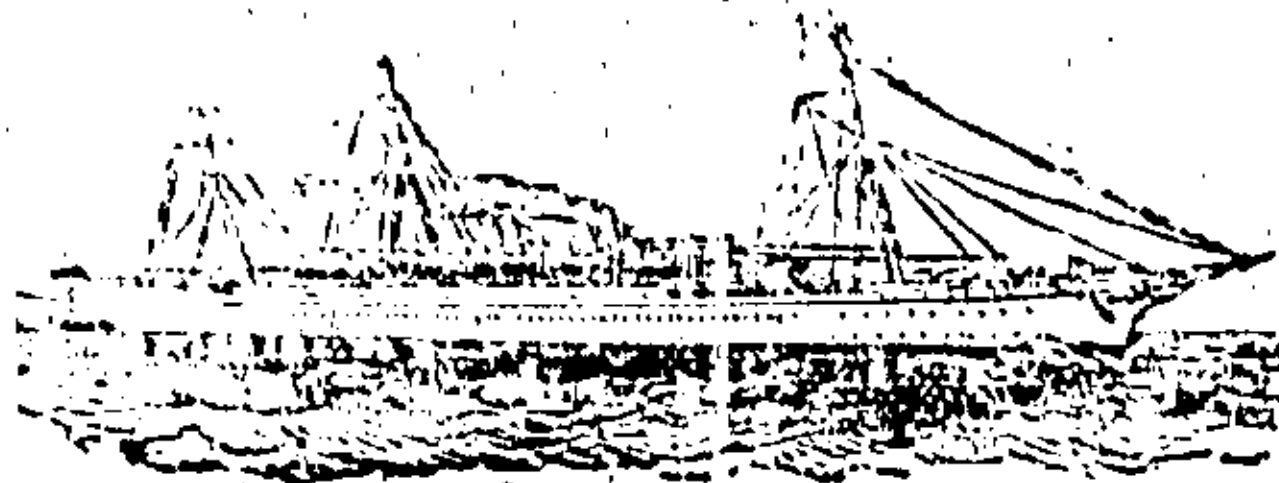
HEWAN & Co., Agents.

Hongkong, 21st May, 1896. [945]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 1st July.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 12th August.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, 1st class.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 10th June, 1896. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 4th July, at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 21st July, at Noon.

Galle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 8th August, at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th July, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th June, 1896. [8]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMAN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAINIKI'S PATENT MOTOR LAUNCHES &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES, ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896. [49]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"ROSETTA,"

Captain G. K. Wright, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on THURSDAY, the 18th June, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Thamus, leaving that port on the 10th July for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 4th June, 1896. [431]